

# THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Vol. IX.

RIO DE JANEIRO, JUNE 15TH, 1882

Number 17

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—7, Rua Nova das Laranjeiras.  
THOMAS A. OSBORN, Minister.  
BRITISH LEGATION.—No. 135, A., Rua das Laranjeiras.  
EDWIN CORBETT, Minister.  
AMERICAN CONSULATE GENERAL.—No. 20, Rua do Visconde de Iguatema.  
THOMAS ADAMSON, Consul General.  
BRITISH CONSULATE GENERAL.—No. 20, Rua de S. José.  
GEORGE THORNE RICKETTS, Consul General.  
AMERICAN NAVAL OFFICE.—No. 5, Rua Fresca.  
D. P. WIGHT, U. S. N. Paymaster.

## CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Forqueto da Veiga. Services at 11 o'clock, a. m., every Sunday.  
H. L. BEARDMORE, R. A. Acting Chaplain.  
Residence.—135 A, Rua das Laranjeiras.  
PRESBYTERIAN CHURCH.—No. 15, Travessa da Ilha. Services in Portuguese at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday; and at 7 o'clock p. m., every Thursday.  
METHODIST CHURCH.—English services temporarily at the residence of the pastor, No. 41, Rua Santa Cruz, at 11 a. m., Sundays. Weekly prayers at 7:30 p. m., Wednesdays.  
J. J. RANSOM, Pastor.  
J. L. KENNEDY, Asst. Pastor.  
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No. 48, Rua do Ouvidor, 2nd floor.  
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FRANCIS CURRAN, Missionary.  
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JOÃO M. G. DOS SANTOS, Agent.  
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## TRAVELLER'S DIRECTORY

### RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves Rio at 5 a. m.; arriving at Barra (junction) at 7:43 a. m., Entre Rio (central line) 10:11 a. m., Baracena 1:45 p. m., Porto Novo (branch from Entre Rio) 12 m., Cachoeira (S. Paulo branch) 1:45 a. m., São Paulo 6 a. m., Baracena 8:12 a. m., Porto Novo 12:15 p. m.; arriving at Barra 4:11 a. m. and Rio 7:12 p. m. Connects with Valença line at Desengano, Rio das Flores line at Commercio, União Mineira line at Serarica, Oeste de Minas (S. João d'El Rey) line at Sítio; Leopoldina line at Porto Novo; Resende e Arens line at Sumaré, and S. Paulo and Rio de Janeiro line at Cachoeira.  
Limited Express: Upward, leaves Rio 7:15 a. m.; arriving at Barra 10:26 a. m., Rio Novo (central line) 7:07, Cachoeira (S. Paulo branch) 7:58 p. m., Porto Novo (branch from Barra) 1:42 and 1:57 p. m., Rio 5:45 p. m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macaë branch at Belém.  
Mixed Trains: Leave Rio at 6:10 a. m., 1:12 and 4:10 p. m.; arrive from Barra 7:15 a. m., from Barra 8:45 a. m., from Entre Rio (leaving 6:07 a. m.) at 1:28 p. m.  
Suburban Trains: Passenger trains leave at 5:00, 6:30, 7:40, 8:40 and 10:22 a. m., and 12:15, 3:30, 4:30, 5:50, 7:30, 8:30 and 10:00 p. m. all stopping at Cascadura except the 10 p. m. train, which runs to Sapopemba. Returning, the trains leave Sapopemba at 5:30 and Cascadura at 5:50, 6:10, 7:40, 8:40, 10, and 11:35 a. m., and 2:10, 3:20, 4:30, 5:30, 7, 8:30 and 9:40 p. m.  
CANTAGALLO R.—Leaves Niterói (Santa Anna) 7:30 a. m., arriving at Nova Friburgo 1:05, Cordeiro (1 hour per tramway from Cantagallo) 4:25 and Macaë 5:45 p. m. Return train leaves Macaë 6:30, Cordeiro 7:50 and Nova Friburgo 11:10 a. m., arriving at Niterói 4:35 p. m. A ferry boat runs between Rio and Santa Anna, connecting with trains.  
PETROPOLIS STEAMERS AND R.R.—Steamers leave Tríplice Mauá at 1 p. m. week days and 11 a. m. Sundays and holidays, passengers arriving at Petrópolis at 5:30 p. m. week days, and 3 p. m. Sundays. Returning, departure leaves Petrópolis at 6 a. m., the boat arriving at Rio at 9:30 a. m.

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BENJAMIN FRANKLIN DE RAMIZ GALVÃO, Librarian.  
BIBLIOTHECA FLUMINENSE.—No. 37, Rua do General Câmara.  
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da Constituição.  
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F. W. JONES,

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May 1st, 1882.

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# THE RIO NEWS

PUBLISHED TRIUMPHALLY

on the eve of departure of the American packet, the French packet of the 15th, and Royal Mail packet of the 24th. of the month.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, and a other information necessary to a correct judgment on Brazilian trade.

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All subscriptions should run with the calendar year. Back numbers supplied at this office from April 1st. 1879. Subscriptions and advertisements received at the

EDITORIAL ROOMS.—79, Rua Sete de Setembro.  
CITY TELEPHONE ADDRESS:—No. 172.

RIO DE JANEIRO, JUNE 15TH, 1882.

In another column will be found a further discussion of the Rio Grande bar, especially with reference to certain plans presented for the employment of interior works and of the creation of a new port with a ship canal leading to the Lagoa dos Patos. This discussion, which is from the studies of an experienced engineer, will have special interest at this moment because of the serious state of the bar, and of the daily increasing difficulties which it presents. The question is now one of urgent importance, so much so that every moment's loss means vital injury to one of the best provinces of the empire. Owing to the peculiar situation of the province of Rio Grande and the character of its sea coast, its whole commerce and development is dependent upon this one outlet—the Rio Grande bar. That obstruction removed or decreased, a large part of the province, including three important ports, is thrown open to ocean communication with the rest of the empire and the outside world. Leave this outlet as it now is, and with its daily increasing obstructions, and the province is at once almost isolated, and the commerce of three important cities is destroyed. Even were it practicable, a railway across the country from the coast of Santa Catharina will afford little relief, for it will leave the ports of Rio Grande, Pelotas and Porto Alegre practically abandoned. The dried beef industries will at once die out, because that product will hardly bear two transshipments by way of lake and railway, before reaching the sea. The closing of the bar therefore means the destruction of one of the chief industries of the province.—Porto Alegre being unfavorably situated for the business—the destruction of the ocean commerce of three ports, and the practical abandonment of three cities except as local centers. More than that, it means the absolute ruin of the Rio Grande and Bagé railway with its projected extension to a junction with the line from Porto Alegre to Uruguaiana, because Rio Grande will be no longer of use as a terminal port and base of supplies. All reason for the existence of this road will cease to exist with the closing of the bar. And furthermore, owing to the character of the country about and above Porto Alegre, the railway running from that city inland will also lose much of its importance through its being out of a direct line between the Santa Catharina sea port and the interior. If the government has no other interest in a Rio Grande railway than its strategical importance, it will eventually be found that a line running to some interior point, as Cacequy, will be more immediately advantageous than the difficult and expensive detour around the head of the Lagoa dos Patos from Porto Alegre. From every

point of view there is no escaping the fact that the prosperity of Rio Grande as a Brazilian province depends directly upon an easy and safe communication with the sea through the outlet of the Lagoa dos Patos. It seems suicidal therefore to delay practical measures for the improvement of this now almost impassable bar.

Among the events of the present month is the formal withdrawal of the *Anglo-Brazilian Times* from further discussion of the Botanical Garden tramway question on the grounds that its mission has been fulfilled and its work accomplished. It flatters itself that it has rendered a public service, and intimates that it has achieved a signal victory. Just what that service has been, or where the victory lies, few will be able to understand, and few will probably care to investigate. As far as the general public is concerned, it is perfectly well known that the Botanical Garden company has done nothing whatever which is not warranted by its statutes and by the circumstances in which it was placed. This fact has been clearly established by the attorney of the company, Counselor Saldanha Marinho, in a series of articles now being published. In his complaint that the president of the company, R. C. Shannon, Esq., has persecuted his printer for the discussion of this question of increase of capital, to the extent of compelling a change of publication office, the editor of the *Times* well knows that his statement is false and deceptive. Mr. Shannon brought an action against the "author" of certain personal slanders against himself which appeared in the editorial columns of that sheet. The laws of Brazil, as the editor of the *Times* well knows, do not permit any one but a Brazilian citizen to answer for a published libel, and as he failed to furnish a responsible party to answer the charge there remained no one to be held accountable but the printer. It is unjust to the printer of course, but when a gentleman's private character is wantonly and maliciously assailed some one must be held accountable. If the editor of the *Times* chooses to shield himself behind a defect in the law, then the only responsible party to the transaction, the innocent printer, must be held to answer. In this connection, however, the editor of the *Times* failed to state that his printer demanded from him a responsible name for that sheet, which was promptly refused. He then declined, very properly, to continue the publication of a sheet which was capable of publishing infamous libels in its columns and then of leaving the printer to answer for them. The Messrs Lombaerts & Co. is too respectable a house to continue a transaction of this character. If there was any public service rendered in this attack upon the Botanical Garden company and its president, it is that of calling public attention to the gross defect in this law of published libel, which permits a foreigner to escape the consequences of personal slander.

The last report of the minister of agriculture in that part relating to the Ypanema iron foundry is full of suggestive reading. For a long time it has been urged upon the government, even by the director of the works himself, that some step should be taken to dispose of the property to a private organization, by which it can be more effectively and economically managed. It has been shown again and again that its cost and expense is very largely in excess of its revenue, and that there is little probability of a change for the better for many years, even if at all. The character of the plant, the location of the works, the conditions under which the works must be carried on, and the unbusiness-like methods employed in every government undertaking of this

character, are all opposed to the economical administration of the enterprise, and there can be no other logical result therefore than deficit. It is possible that the works could be carried on by private enterprise so as to leave a profit, but that result can only be obtained through the most rigorous economy and superior business management. And even then much of the oddly-assorted plant would have to be discarded, and the efforts of the enterprise centered upon a few manufactures which experience may have proved to be practicable and profitable. Thus far however the government has preferred to keep control of the works, and to manage it at a serious loss. How great this loss has been will be seen from the report of the director for the fifteen months ending with the 31st of March. From the 1st of January to the 30th of September, 1881, the receipts and expenses of the works were as follows:

Receipts:	Cash sales	14,845\$340
	Material furnished to the marine arsenal	20,139 330
	Material furnished to the D. Pedro II R.R.	6,380 390
		41,364\$760
Expenses:		123,977 740
Deficit for 9 months		84,535 079

From the 1st of October, 1881, to the 31st March, 1882, the loss was even greater, the receipts and expenses being as follows:

Receipts:	Cash sales	8,310\$730
	Material furnished to the marine arsenal	3,257 400
	Material furnished to the D. Pedro II R.R.	1,595 000
		13,162\$830
Expenses:		93,500\$382
Deficit for 6 months		80,337\$552
Total receipts for 15 months		54,735\$850
Total expenses do do		219,073 131
Total deficit do do		164,337 281
Average loss per month		10,954 419

With such a result as this it is incomprehensible how the government can pursue a policy so mistaken as to manage an enterprise purely industrial in its character. An average loss of nearly eleven contos a month is something more than a trifle, especially when hundreds and thousands of creditors are compelled to wait months and years for the small amounts due them. It should be remembered that while the government was paying out this deficit of nearly 132,000\$ a year, a private individual was paying for the maintenance of a public garden in this city out of his own pocket, simply because he could not get the money to pay for the labor and expenditure authorized by a public department. On no ground whatever can such a policy as this be defended. Unlike an individual a government may not throw away money at pleasure even when it can afford the amusement, because the money is not a private possession. As long as there are so many just claims upon the public treasury, it is certainly unjust as well as impolitic to continue this useless expenditure. The Ypanema iron works can not possibly yield a revenue under existing conditions, and it is folly therefore to throw away any more money on the enterprise. If the works can not be rented or sold, the next wise thing to do will be to close the doors.

## THE ADDRESS TO THE QUEEN.

The following is a copy of a note from Edwin Corbett, Esq., H. B. M's Minister at this court, to the committee of British residents in this city, conveying the thanks of Her Majesty, Queen Victoria, for the address tendered to her on the event of her recent happy escape from assassination.

PETROPOLIS, 31st May, 1882.

Sir,—Earl Granville, Her Majesty's Principal Secretary of State for Foreign Affairs, has informed me that he is commanded by the Queen to request me to convey to the

British residents at Rio de Janeiro, through the members of the Committee, the very sincere thanks of Her Majesty for the loyal solicitude which they have evinced for her welfare on the occasion of the recent attempt upon her life.

I am, Sir,

Your most obedient, humble servant,

(signed) EDWIN CORBETT.

## THE RIO GRANDE BAR.

Improvements of the Port of Rio Grande do Sul, as proposed by Srs. Joaquim de Carvalho Bastos and Guilherme Ahrons.

In the project put forward by the above gentlemen, two plans are presented. The first is denominated a system of canalization for rectifying the course and regulating the outflows of the upland waters. In its essential features, it consists of a series of groynes, or artificial embankments, constructed at various points of the channel commencing opposite the town of Rio Grande and extending to the extreme point of land at the southern entrance of the harbor. The plan is based upon the opinion that the accumulations at the bar are mainly due to the deposit of sand and alluvial matter brought down by the flood waters from the interior, and that such deposit would be prevented if the velocity of the outgoing current was increased by narrowing the channel through which the fresh water flows into the Atlantic Ocean.

Such a course would undoubtedly effect the object if the accumulations at the bar were due to the cause assigned, but there is no proof whatever that the bar is formed by the deposit of alluvial matter. On the contrary, the material of the bar is almost entirely composed of sea-sand. It is now the almost universal opinion of harbor engineers that sea bars are not due to the deposit brought down by rivers, but are almost invariably the result of the action of waves on the sandy bottom of the river delta. Sir John Coode, one of the engineers of the English government harbor commission, in an opinion given May 20th, 1879, says: "I do not know of a single instance of a bar formed by river deposit alone, although I know many formed wholly and solely by the action of the sea. If any one bar was more likely than another to be formed by river deposits it would be the bar of the Tyne, for the ratios of flood discharge in that river to the summer discharge was larger than that of any other river in Great Britain, about 120 to 1, yet it was well known that the material of the Tyne bar was sea-sand alone, and his firm opinion was that the material brought down by rivers was deposited towards the head of the sea water and little or no material from up country was to be found upon the sites of sea bars. As a proof of his opinion he might mention the Swan river on the coast of Western Australia facing the southern ocean. With very little tide, there was a bar of the worst possible description, while the Garra at Melbourne which discharged into a sheltered embayment at the head of Port Phillip, though it had a rise of tide precisely the same as the Swan river (2 feet), had no bar simply because it was in a sheltered position and there was no heavy wave action to throw up the material to form a bar."

If the proposal for contracting the channel at Rio Grande were an original experiment for effecting the removal of a sea bar it might be difficult to convince those interested in the matter that the works proposed would not be successful. But unfortunately the experiment has already been tried in several places and proved disastrous failures. The river Tees in the north of England is a notable example. So long ago as 1830, works involving the construction of artificial

embankments and jetties were commenced and upwards of £200,000 sterling were spent without producing any satisfactory results. But in 1864 two moles or breakwaters were constructed and now there are 27<sup>th</sup> of water on the bar where before the breakwaters were built only 1<sup>th</sup> could be obtained.

The rivers Danube and the Mississippi are both cases in which interior canalization were found to be inefficient until ocean breakwaters or sea jetties were executed. In reference to the Mississippi, Captain Eads, in a report sent to the Institution of Civil Engineers, London, under date of July 28th 1879, says: "Between December, 1878, and June, 1879, the channel on the bar had been deepened to 28 feet. When the construction of the jetties was commenced the entrance to the Mississippi was by the South West Pass, where a depth of 17 to 18 feet on the bar was only maintained by constant dredging, and now at high tides there is a depth of 33 feet over the bar between the South Pass jetties, against 7 feet before the works were begun. When the South Pass was adopted, the other entrances were closed."

Many other examples might be brought forward to show where simple embankment has entirely failed to effect the removal or prevent the formation of bars and in only those cases where breakwaters or jetties have been ultimately resorted to have the embanking works been of any utility. Now as there are no special conditions in the case of the bar of Rio Grande which removes it out of the influence of what happens in the usual course of harbor engineering, it may be safely predicted that the plan suggested by Snrs. Bastos and Ahrons would be unsuccessful unless provision were made for the construction of breakwaters so as to impede the action of the ocean waves; but with the construction of such breakwaters it is quite certain that a very considerable portion of the proposed interior embanking would be rendered entirely unnecessary.

The second plan presented by Snrs. Bastos and Ahrons consists in the construction of an artificial port, and the cutting of a short canal from the proposed port to some suitable point where it could join the present north or ship channel. At first sight the plan suggested seems to present a feasible means of effecting a great improvement in the harbor and an easy method of escaping from the difficulties of the "bar," but a careful examination of the plan by persons who have had any experience in such works must soon convince them that to the execution of such a scheme there are objections of the gravest character. It is admitted by the projectors that they base their proposals more or less upon the success of the recent works executed in the construction of the new canal connecting the city of Amsterdam directly with the North Sea, but the conditions under which the latter works have been constructed are essentially different from those under which the proposed works at Rio Grande could be carried out. The only works for a ship canal which bear any resemblance to those for Rio Grande are those of the Suez canal at its Port Said entrance. In fact, the proposed canal would be simply a cut or new channel for the water. As the nature of the soil through which the canal would have to be made, precludes the possibility of its being in any sense a canal where the water could be empounded or held back to suit any of the especial purposes of canal navigation, it would simply be opening another mouth to the present navigable channel.

Now it is an axiom in all harbor engineering that any attempt to give new direction to existing water courses is always attended with considerable risk and very frequently with disastrous results, and such attempts

should only be sanctioned when all other efforts have been made and failed. But the important question now arises as to the works necessary for the formation of this proposed artificial port. Snrs. Bastos and Ahrons admit that the deep water they have selected as the site of their harbor entrance is due to the existence of the sand banks to the north of it which at present act as natural breakwaters, preventing the sand from being driven southward by the sea current, and to secure their new entrance from obstruction they propose to erect two moles or breakwaters, one on each side of the entrance to their proposed canal. It must therefore be self evident that if these protections are necessary for a new channel or entrance, they must be equally necessary for the old or existing channel, and would be equally effective in protecting it from the action of the ocean waves and opposing currents. There are therefore no advantages which can be claimed for the new channel which would not exist in the old, supposing the old one to be protected by similar works. And from the soundings marked on the chart which accompanies the canal project it is shown that deep water extends further out to seaward at the entrance to the old channel than is the case at the site selected for the new one.

Another and equally important question arises in discussing the canal scheme as to how long will the new channel remain unobstructed if the old entrance is abandoned. In such a case the probability is unless constant dredging is employed, that in the course of a few years the present sand banks to the north of the Saco do Alfama would gradually move southward, and supposing the artificial port to be constructed as shown on the plan, what could prevent its entrance from being partially closed, for it has long been evident that the tendency of the entire accumulations of sand is to drift to the southward? But it may be answered that there is no intention to abandon the present entrance. Then the proposed works would involve the keeping open of two channels, instead of one.

Another serious objection to a canal entrance to a port is that it involves the absolute necessity for all vessels to be towed in and out of such a port, and the towage in the case of a canal at Rio Grande would necessitate a heavy expenditure in keeping up the banks of an artificial canal, even admitting that the canal could be cut—which is extremely doubtful from the nature of the soil through which it would have to pass. But the necessity for towage in such canals is an objection so fatal as hitherto to have prevented their adoption as substitutes for free entrances into commercial ports. Admitting, however, the feasibility of the projected works, and that they would more or less remove the present difficulties at the entrance to the port of Rio Grande, their cost must be a great obstacle to their adoption. To construct the enclosing breakwaters in the manner shown on the plans would be largely in excess of the entire capital proposed by the projectors. Breakwaters already constructed in localities where all the materials could be obtained within a few miles of the works, have cost more than the estimate of the entire works at Rio Grande, including the canal and approaches. Therefore on the score of cost the proposed artificial port and canal have no advantages over even the enormous estimate of Sir John Hawkshaw, which was for far more perfect works, securing, if carried out, a free entrance to the harbor at all times.

Another matter which deserves attention in considering the scheme of Snrs. Bastos and Ahrons is that the work will have to be entirely completed before the new entrance can be made available for traffic.

Now allowing the seasons to be exceptionally favorable and all the necessary materials forthcoming as required, the shortest time in which such works could be completed would be five years. This added to the time necessary for detailed surveys and preliminary works would make it six if not seven years before any practical benefit would be derived from the scheme, if carried out; and judging from the serious losses that have been incurred by the obstructions for the last twelve months it is quite possible that long before the proposed works could be made available the trade of the port would be lost beyond recovery. On the other hand if the capital and labor proposed to be spent on the canal scheme were applied to the existing entrance every year during the progress of the works, substantial benefit would accrue to the port as each hundred yards of extension of breakwater would be rendering more efficient the outflowing currents to carry away the accumulation of sand from the bar.

#### RIVER PLATE ITEMS.

From the Buenos Aires Standard, May 28.

—Emigration from Europe to the Plate will probably receive this year a fresh impulse, as the government asks of Congress £60,000, to help in defraying the expenses attending new colonies and in assisting emigrants' passages to the Plate.

—The English minister, Mr. Petre, with his second secretary, Mr. Vassittari, is now on his way up the river to Paraguay, to which country he is accredited as minister plenipotentiary, and although English interests in that country have dwindled almost to nothing, still we attach some importance to his mission.

—In the camps of Buenos Aires the *estancieros* and sheepfarmers still complain of the drought. The season so far as proved very dry and we want more rain. The price of cattle has fallen from \$270 m/c to \$180 m/c "al corte," and many of the *estancieros* are trying to sell their cattle as best they can, owing to the fear of a dry, frosty winter.

—We have just closed the national feasts of the country which, owing to the great prosperity of the people, were more brilliant and successful than on any previous occasion. The attempt to illuminate one of our public squares with electric light proved a rather unlooked for failure, and it is improbable that now the municipality will make any contracts or give any privileges to electricians for the lighting of the squares and streets.

—The national government has ordered the harbor of San Blas to be surveyed and buoyed; the gunboat *Constitution* has been sent down on this mission. She entered the bay of San Blas without the slightest trouble, and anchored within 20 feet of the shore in 72 feet of water. President Roca, in his message to Congress, calls attention to this safe and commodious harbor which, he thinks, in process of time will become the great port of Patagonia, Viedma and the Rio Negro.

—The works of the extension of the Southern railway to Bahia Blanca have been just commenced, and already there is talk of moving the town of Bahia Blanca from its present inconvenient site to the top of the cliff at the mouth of the bay, called Monte Hermoso, which will prove a great convenience to foreign shipping, and enable the largest European steamers to enter and discharge cargo, without any of the risks which attend the present anchorage in that port.

—The Argentine Congress has yet done but very little business, being engaged up to the present with preliminary details; it is probable, however, that next week business of much importance will be brought forward, as the minister of finance has sent a proposal to the governor of Buenos Aires for the federalization of the Provincial Bank, a scheme which has met such opposition that it is believed it will be rejected by the provincial chambers, if not by the governor of Buenos Aires. But this scheme of the national minister of finance has awakened our public men to the great necessity of passing a free banking law, such as at present exists in the United States, and we believe that before the year is out such a law will be passed, which will enable all the private banks to issue their own notes, convertible at sight; the issue to be guaranteed by a deposit of national bonds in treasury, and one-third of the amount of the issue to be kept in a gold reserve by each of the banks.

From the Buenos Aires Herald, June 1.

—There are some signs of further wire-cutting in the telephone wire. We can tell the party that resorts to this means of warfare or of negotiations, that the public will have good cause to take offence and they will find a way of showing it.

—A buoy has been placed in the port of Montevideo at the place where the Austrian barque *Atilla* has sunk.

—The two torpedo launches, *Centella* and *Alerta* have sailed on March 10th from London for Buenos Aires.

—Brazil knows better than to provoke a war with the Argentine Republic, and we are not so foolish as to despise her friendship.

—A 40-horse power electric light apparatus has been telegraphed for to England, for the lighting of our principal streets.

—The Oriental government owe the Montevideo Gas Co. about \$300,000 for gas, with no sign of hard cash. This is a cheerful outlook for the shareholders of that company.

—The captain of the *Cosmos* has been fined in \$450, for having changed the anchorage place of a buoy. The captain states that he has done so in consequence of there being a rock at 15 metres distance from the old place where the buoy was anchored. The captain of the port has sent out an inspector to report.

—The *Standard* says the contrast between Plaza 25 de Mayo with eight electric lights and Plaza Victoria with gas was very great. This is true, but the question is, how many gas lights were in Plaza Victoria against eight electric lights run with a small dynamo machine? This is the question which shareholders and the public care to know.

—From Messrs. Woodgate Bros. monthly circular we take the following data:—Export since May 1st: 22602 salted ox and cow hides, 98142 salted horse hides, 62077 dry ox and cow hides, 782 dry horse hides, 2291 pp tallow, 2081 boxes do, 167 b hair, 17734 b wool, 2523 b skins, 12410 qq beef 70231 bgs maize; 22973 bgs linseed, 160 b tobacco.

—From the country, we regret to hear that the prospects of a drought are very distressing. It is feared in some districts that the great majority of the lambs will be lost owing to this distressing cause, and even if we should now have rain, the season is so far advanced that it is almost certain to be accompanied by severe and destructive frosts.

—The executive power of the province has submitted the budget for 1883 to the legislature. Embracing, as it does, those of all the undertakings and municipalities under the jurisdiction of the state, it totals a volume of 476 pages. The disbursements are estimated at \$177,828,377 m/c and the revenue at \$179,785,865 m/c leaving a surplus of \$1,957,488. The disbursements of the general administration are estimated at \$89,075,928.50 m/c and the revenue at \$90,000,000 leaving a surplus of nearly \$1,000,000. The executive power is of the opinion that no further taxes will be found necessary.

—The opening of the Western railway extension to Arrecifes took place with due ceremonies on the 25th, in the presence of a vast assembly, numbering many hundreds more than those officially invited. The act of inauguration took place under the auspices of the governor of the province, and we have no doubt but it will prove one of the most fruitful and beneficent acts of his excellency's administration, whatever the others may be. A sumptuous banquet for 300 persons was given. Great enthusiasm prevailed throughout the proceedings, and, at the end, medals, commemorative of the event, were distributed. On one side of these was read, "Inauguration of the railway to Arrecifes," and, on the other, "Under the administration of Dr. Don Dardo Rocha, May 25th, 1882."

—Agitators and croakers in general have been endeavoring for the past two or three days to stir up a warlike feeling against Brazil, through the promulgation of false and unauthorized rumors respecting the jealousy of our imperial neighbors on the subject of Misiones. Though, perhaps, rather early in the day to express a definite opinion on the subject, we have no hesitation in saying that such rumors can have no place, save in the fevered imagination of agitators or in the cooler and more studied attempts of speculators to influence the markets in their own personal favor. Whatever their origin be, however, we are certain that our relations on this continent could not be happier nor more reassuring than they are.

#### QUARANTINE AT NEW ORLEANS.

The governor of Louisiana has issued an order that all vessels coming into his jurisdiction from Rio, Vera Cruz, Cuba, Jamaica or Guadalupe shall be subject to a detention of at least three days at the quarantine stations on and after May 1, and may be detained longer by the board of health. This order is justified, not so much because yellow fever has broken out at the places named, as by the fact that yellow fever is epidemic and perennial at Havana, Manzanar, Vera Cruz and Rio de Janeiro, and that the conditions for an outbreak in Louisiana are unusually favorable, the winter having been warm and the river region being saturated with half-stagnant water,

## PROVINCIAL NOTES

—The provincial assembly of Piahy was opened on the 1st ult.

—There were 154 *bta-heri* patients at Fernando de Noronha on the 9th ult.

—The sessions of the Bahia provincial assembly have been extended to the 18th inst.

—The expenses of the city of Campinas during the year 1881 amounted to 116,300\$.

—The *Diário de Santos* gives the May receipts of coffee at Santos as 157,866 bags, and the shipments as 105,737 bags.

—The São Paulo gas company declared a dividend for the last half year at the rate of 10 per cent. per annum.

—A man named Antonio Carlos was murdered in a little place called Vira-côpo, near Campinas, São Paulo, on the 4th inst. The murderer is not known.

—A woman was assassinated near Taubaté, São Paulo, a few days since, by a man named Francisco Galvão de Toledo. The motive of the crime is not given.

—The provincial government of São Paulo has made a contract for the construction of a bridge over the Rio Parão at Matões for the sum of 15,000\$.

—The three leading candidates in the Pernambuco senatorial election just held are Srs. Equinodas de Mello, Mameel Portella and Soares Brandão.

—The Brazilian composer, Carlos Gomes, arrived in Pernambuco on the 5th inst. He has since gone to Pará to superintend the reentering of some of his compositions.

—A police *subdelegado* in the 4th district of the Arariary, province of Pará, has announced the discovery of a gold mine there. The authorities are taking *providências*.

—Through the employment of the second quota of the emancipation fund, the province of Ceará has liberated 455 slaves at a cost of 105,116\$177. Three municipalities have not yet reported.

—The government has renewed the concession granted to Anísio Fialho and Theodor Christian for the construction of six central usines in the province of Bahia under an interest guarantee on the capital invested.

—The May receipts of the São Paulo postoffice amounted to 6,746\$710 for the city and 22,034\$010 for the whole province. The receipts for the same month of last year were 5,759\$350 and 19,754\$720 for the city and province respectively.

—The "Industrial Tatuhyense" company, of Tatuhy, São Paulo, has purchased a large plantation near that place for the purpose of cane growing and sugar manufacture. It is designed to procure ten families of colonists to work the plantation.

—According to a recent report of the Gabinete Portuguez de Leitura de Pernambuco, that society is now composed of 442 subscribers and 162 subscribers. Its library contains 7,362 works, comprised in 12,218 volumes, and valued at 33,897\$350.

—The municipal council of Campos celebrated a contract with Alves Cavallho & Oliveira, merchants of that city, on the 9th inst., for the illumination of the city by electricity. The public spirit of the good people of Campos is one of the most interesting incidents of the day.

—We read in the *Correio Paulistano* that the net profits of the Santos City Improvements Co. for the past year was £4,089 sterling. The company has transferred £700 of this to the reserve fund, and the remainder, after deducting the provisional dividend, permits the declaration of a new dividend of 6 per cent.

—Advices from Maranhão of the 29th ult. note the arrival of an English engineer, who comes to construct a private railway to the S. Pedro canal usine. A part of the railway and usine material has also been received, and the first locomotive is expected to arrive by the next trip of the same steamer which brought the material.

—The municipal council of São Paulo opened thirteen proposals on the 5th inst. for the cleaning of that city and the watering of the public streets. The amounts asked for the service varied from 12,000\$ to 50,400\$ per annum, one partly however offering to perform the service for 20\$ less than the one preferred by the council. The proposals were referred to a committee.

—On account of the third quota of the emancipation fund there have been liberated in the province of Pernambuco: 21 slaves at Nazareth at a cost of 9,600\$ including 262\$ in private savings, 3 at Ouricury for 1,498\$ including one savings fund of 40\$, 6 at Ingazeira for 2,220\$ including a savings fund of 150\$, 7 at Lameiro for 3,450\$, 9 at Itambé for 7,265\$ including savings of 1,150\$, and 5 at Buique for 2,400\$ including savings of 557\$.

—Yellow fever is reported at Nazareth, province of Alagoas.

—The sessions of the Rio Grande provincial assembly were closed on the 30th ult.

—An epidemic of small pox is raging at Uruguaiana, Rio Grande do Sul.

—It is proposed to establish a central usine at Itapetinga, São Paulo, with a capital of 150,000\$.

—Three slaves have been freed at Lapa, Paraná through the emancipation fund, at a cost of 1,800\$.

—A man named Manoel Luiz de Oliveira was assassinated by a railway laborer at Passo Quatro, Minas Geraes, on the 24th ult.

—A schoolmaster named João Weiss, was assassinated at Piedade, district of S. Leopoldo, Rio Grande do Sul, on the 18th ult. Cause not reported.

—An act of the Rio Grande provincial assembly authorizes the city of Rio Grande to emit 20,000\$ in bonds, at 8 per cent., on revenue account, for the continuation of its street pavements.

—In Piahy 9 slaves have been liberated at Therezina, under the third emancipation fund quota, at a cost of 5,100\$ and private savings of 790\$, and 7 slaves at Amarante for 2,140\$ including private savings of 295\$.

—Two slaves have lately been emancipated at Cachoeira, Parahyba, under the provisions of the emancipation law, for the sum of 1,120\$, they themselves contributing 245\$ toward their freedom.

—The late provincial assembly of Rio Grande passed an act authorizing the municipality of Piratiny to borrow the sum of 20,000\$, on 8 per cent. bond, for the construction of a bridge at Piratiny do Norte.

—Mail advices from Maranhão state that the work on the telegraph line extension from Fortaleza to that city is progressing rapidly. It is said that the line will be cleared and the wires put up to the Piahy and Ceará boundary about the end of June. The surveyor's have already penetrated some distance into the province of Ceará. It is expected that the line will reach Maranhão in about one year from this time.

—The *Commercial*, of Rio Grande, relates that a squad of the 4th cavalry stopped over night at a place called Porto Norn some days since, and with such results that the people there will hereafter avoid military guests. They shot the wife of one Filadelfo José da Silva through the head, wounded the mother-in-law of the same, and gave a beating to three children and a poor man, wounding the latter gravely. The night was filled with quarrels and attacks on the inhabitants. The commander of this festive band is one Lieut. Joaquim Victorio Maciel.

## RAILROAD NOTES

—The Campinas tramway carried 11,967 passengers during the month of May.

—Track laying on the Carlos do Pinhal extension of the Paulista railway began on the 5th inst.

—The reduction in the Dom Pedro II fights on salt, lime and fertilizers amounts to between 30 and 40 per cent.

—The São Paulo tramways carried 94,352 passengers during the month of May, of which 7,927 traveled gratis.

—The first railway congress of this country will meet in this city on the 30th inst., under the auspices of the Engineering Club.

—The government has accepted the proposal of Messrs. Waring Brothers, of London, for the construction of the "Victoria a Natividade" railway, of Espírito Santo. The concession was made by an imperial decree of the 10th inst.

—The president of the Leopoldina railway, Dr. Mello Barreto, has ordered a reduction of 50 per cent. in the freight rates of that line on exported food products. This step is taken in conformity with the late reductions on the Dom Pedro II line.

—Before deciding upon the reduction to be made on the transportation charges on coffee over the Dom Pedro II railway, the commission now sitting has decided to confer with the representatives of connecting roads. The reductions thus far made will affect the receipts of the road in only the smallest degree; but with that on coffee the case is very different.

—A new railway company has been organized in this city with a capital of 2,000,000\$ for the construction of 250 kilometers of line from the port of Santa Cruz in Bahia, to the Cachoeira das Panelas in Minas Geraes. The stock is to be placed upon this market in shares of 200\$, of which 5 per cent. must be deposited with the subscription. The road has a kilometrical salivation of 9,000\$ from the provinces of Bahia and Minas Geraes. The directors of the company are: Barão de Mesquita, Conde de Pereira Marinho, Barão de S. Francisco, Dr. João Baptista dos Santos, and Comendador João Baptista Vianna Drummond.

—The minister of agriculture calls the attention of the legislature to the lapse of the concession of the Madeira and Mamoré railway, and states it as his opinion that the government should take steps for the construction of this important line. This is also the opinion of our public spirited contemporaries, whose disinterested advocacy, according to the testimony of Colonel Church, was secured by a gift of shares in the navigation company to the value of \$5,000, and in the railway company to the value of £10,000.

—In his last report the minister of agriculture announces that the aggregate of railway capital, 100,000,000\$, upon which the state is authorized to guarantee 7 per cent. interest under the act of September 24, 1873, is now exhausted, the balance remaining being included in the capital authorized for the "Victoria a Natividade" railway, of Espírito Santo. The government does not now design to ask for an increase of capital upon which guarantees will be conceded. In place of this, the minister calls attention to the practice adopted in the United States of donating alternate sections of land along the line. The practicality of this method should be tried in the construction of the Matti Grosso and Madeira and Mamoré roads.

—The Pennsylvania railway company has recently built a new and powerful locomotive, which is now in successful operation on that road. It was built at the company's shops at Altoona. It is a double-engine, with pilot at each end, and weighs about sixty tons when equipped for travel. The engine and tender are built in one, there being no break between the portions. The locomotive stands very high on the track, and its cab, which is entirely closed, is much larger than that of any ordinary locomotive. Under the cab is the water-tank, with a capacity of 2,000 gallons, surrounding the fire-box, which is eight feet deep. Back of the cab is the coal-tank, which contains about as much coal as is carried in an ordinary tender. The driving wheels are five feet high, and the truck wheels thirty-three inches. It is constructed to run with equal facility backward and forward. It is called "No. 4," but on account of its huge proportions, has been named "Jumbo."

## THE RAILWAYS OF BRAZIL.

In the report of the minister of agriculture, which was presented to the General Assembly a few days since, the following general statistics are given of the railways of the whole empire. Owing to their imperfect means of collecting and compiling statistics, this statement lacks much that will most interest railway men, particularly in the statistics of cost, receipts and expenditures, traffic, capital, etc. All these data, however, we trust will be gathered at the approaching railway congress, at which time the value of trustworthy statistics will be made more apparent than it has ever before been done in Brazil.

From the report above mentioned we gather the following data respecting the railway extension of the whole empire:

In traffic.....	4,073,639,940
Under construction.....	3,017,849
Total.....	7,091,488,789

Railways belonging to the government:

In traffic.....	1,103,553
Under construction.....	1,066,188
Total.....	2,169,741

Railways with interest on capital guaranteed by the state under the laws of 1855, 1857 and 1873 (10th September):

In traffic.....	388,259
Under construction.....	280,732
Total.....	668,991

Railways whose capital is guaranteed under the law of September 24, 1873—the aggregate capital amounting to 10,100,000,000\$:

In traffic.....	636,976
Under construction.....	1,256,160
Total.....	1,893,136

Aggregates of capital upon which interest is guaranteed by the state:

Under the laws of 1855, 1857 and Sept. 24, 1873.....	78,055,465\$22
Under the law of Sept. 24, 1873.....	89,807,104,151
Total.....	167,862,572,473

Rates of interest guaranteed by the state:

Six per cent. on.....	10,100,000,000
Seven per cent. on.....	18,862,572,473

Less the capital of the São Paulo railway, which has repaid the interest advanced, and upon which the guarantee is nominal 23,555,830\$000

Capital under state guarantee..... 144,306,722,473

\* The concession of the 10th inst. for the Espírito Santo railway completes the total of 100,000,000\$ authorized by this law.

The emigration from Canada into the United States during the nine months ending 31st March last was 62,397. For the fiscal year 1880-81 this emigration amounted to 125,394 against 99,706 the year previous. The enhanced costs of living through Canada's new policy of protection, is responsible for much of this exodus.

## THE NEW D. PEDRO II TARIFF.

By an official order of the 5th inst. the minister of agriculture gives full effect to the provincial tariff for the transportation of garden products, fruits, milk, eggs, etc., over the Dom Pedro II railway, drawn up by his predecessor last year. According to a table accompanying this order the reduced rates will be as follows:

1.—On domestic products of small farming transported from the interior over the Dom Pedro II line the rates on each metrical ton per kilometer shall be reduced to

50 reis for distances up to 100 kilometers;  
25 reis for each additional kilometer from 100 to 300 kilometers;

15 reis for each kilometer over 300 kilometers.

No dispatch will be given for less than 200 reis. This tariff applies to all small agricultural products, milk, butter, eggs, etc., all of which may be transported either in freight or mixed trains. Should there be space, they may be transported in passenger trains on paying double rates. The same tariff is also extended to hulled rice, crude sugar, manioca and corn flour, beans, peas, corn, and other alimentary products when shipped to Rio de Janeiro from the interior. Unhulled rice will be accorded a further abatement of 25 per cent on this tariff.

11.—On side pork, pork tenderloins, and lamb (domestic) which are now rated in the 5th class, will be transferred to the 6th class and rated as follows, per ton per kilometer:

100 reis up to 100 kilometers;  
50 reis per additional kilometer from 100 to 300 kilometers;

30 reis per each kilometer exceeding 300 kilometers.

111.—Iron pipes for water works will be transferred from the 2nd to the 5th class and will pay per ton per kilometer:

100 reis up to 100 kilometers;  
70 reis per additional kilometer from 100 to 300 kilometers;

50 reis per additional kilometer over 300 kilometers.

IV.—Salt will be transferred from the 6th to a special class and will pay per ton per kilometer:

80 reis up to 100 kilometers;  
40 reis between 100 and 300 kilometers;

25 reis, distance over 300 kilometers.

V.—Lime when under 200 kilograms in weight will pay the rates specified for salt.

When over 200 kilos the following rates will be charged:

30 reis up to 100 kilometers;  
20 reis, between 100 and 300 kilometers;

15 reis, distance over 300 kilometers.

The conditions imposed for the transport of milk on the passenger train known as S. 2 are as follows:

For milk shipped at Mariana Procopio or any station between that place and the terminus of the Central line, the tariff on small agricultural products will be applicable.

1st. The total weight per day from all stations must not exceed 6,000 kilos, nor the volume exceed 12,000 cubic decimeters. No station can dispatch over 400 kilos for each minute of delay, schedule time, of the train in that station.

2nd. No volume weighing over ten kilos will be accepted.

3rd. The transport of milk will be made under a general rule and by means of subscriptions.

4th. Each subscription will entitle the subscriber to the right to one daily shipment of a specified quantity, the minimum being 50 kilos. No allowances of over 10 per cent. between the normal and real weight will be allowed.

5th. The freight will be calculated by multiplying the normal weight by the number of days in the subscription. The total freight will be first paid, and the allowances will be deducted at the end of the subscription period.

6th. The period for each subscription will be three months, the amount of which will be paid in advance. Each subscriber will be entitled to preference in cases of renewal.

7th. New subscriptions will have precedence in the order received.

8th. The subscriber who makes no shipments during the period of his subscription will be entitled to no restitution of the freight paid in advance.

9th. The milk should be at the station ready for shipment a half hour before the schedule time for the departure of the train.

10th. Each subscriber will be entitled to a return shipment of the vessels employed in carrying milk, and also the ice necessary for its preservation, by any except a passenger train and at the rates fixed in this tariff.

11th. In case of interruptions on the line the subscriber will be entitled to a restitution of freight to the amount proportionate to the time of interruption.

12th. The transport of milk in express trains will be made only so far as it shall not give annoyance to passengers.

13th. Shipments of milk at these rates may also be made in express trains by non-subscribers



when there may be space for the packages and time for its regular dispatch.

14th. All matters not expressly regulated by these special regulations, will be subject to the general regulations and orders of the royal.

#### THE MINT.

The report of the director of the mint shows that during the ten months from June 1st, 1881, to March 31st, 1882, the public and private coinage was 45,376,825 in gold, 13,352,886 in silver and 81,600 in nickel, amounting to a value of 1,417,329,818 in all. During the same period the mint reduced to have 91,795,816 in gold, and 1,467,826 in silver.

The total coinage of the mint under the law of 1849 has been as follows:

Gold:—	58000 pieces...	504,390,000
108000 "	...	9,311,780 000
208000 "	...	35,497,020 000
		45,376,825 000
Silver:—	24000 "	3,093,858 000
18000 "	...	9,024,568 000
500 "	...	3,836,047 500
200 "	...	492,340 000
		17,346,813 000
Silver:—	(between 1867 and 1870, law of 1867)	
20000 pieces...		306,122 000
18000 "	...	144,395 000
500 "	...	811,454 500
200 "	...	369,400 200
		1,631,411 700
Nickel:—	pieces of 100 reis and 200 reis,	
Rec'd. from Buss-		
sets up to 1873.		1,131,472 600
Coined.....		927,629 100
		2,059,101 700
Bronze:—	pieces of 10, 20 and 40 reis,	
Rec'd. from Buss-		
sets and railway		2,795,881 800
Coined.....		1,194,756 000
		3,990,637 800

Of the nickel and bronze coinage the mint had on hand 148,860 in nickel and 1,138,864 in bronze of the above amounts on the 31st March. Of the old copper coinage the mint had received 1,243,840,503 up to the 31st March, of which 525,107,520 had been remitted to England, 111,161,045 to the marine arsenal, 276,500 to private parties, 175,063,480 to diverse institutions, 1,550 to the department of public works, and 23,200 was employed in the present token coinage.

#### COFFEE ADULTERATION.

The extensive adulteration of coffee in England, as illustrated by an extract from the *Lawet* published in our last issue, seems at last to have attracted the attention of the government, and steps have already been taken to place it under legal restrictions. The following extract from James Cook & Co's *Weekly Dispatch* of April 28th, will show the character of the measure which it is proposed to employ in checking the evil:

"The Chancellor of the Exchequer in his budget on the 24th inst., has proposed the following resolutions:

1st.—That the duty of Excise on vegetable matter grown in the United Kingdom applicable to the uses of chicory or coffee (other than chicory) shall cease to be payable, and the sale or exposure for sale of any such vegetable matter in imitation of, or mixed with chicory or coffee, shall be rendered illegal.

2nd.—That the duties of Customs or vegetable matter applicable to the uses of chicory or coffee (other than chicory) shall cease to be payable, and the importation as merchandise of any such vegetable matter mixed with coffee or chicory, shall be prohibited.

#### LOCAL NOTES.

—The government has granted a ten years' privilege for a bathum, called the "Balan Brazil," to José Passos de Faria.

—The clothing house "Agua de Ouro" was broken into and robbed on the night of the 10th inst. Besides clothing, some 1,600 in cash was taken.

—The government has recalled four members of the commission charged with superintending the construction of the new ironclad in England. The service of inspection has been delegated to Com. Costa Azevedo and the naval constructor Sr. Tejada.

—On and after July 1st the government telegraph department will charge the following rates from this city for each word of a message: for Bahia 500 reis, Macao 600 reis, Pernambuco 600 reis, Parahyba do Norte 700 reis, Ceará 800 reis, São Paulo 200 reis, Paranaíba 300 reis, Santa Catharina 300 reis, Porto Alegre 500 reis, Jaguarão 600 reis.

—We are indebted to the editors of two new provincial journals, *O Município*, of Rio Claro, São Paulo, and *Echo do Rio*, of Juiz de Fora, Minas Geraes, for copies of their publications. The new enterprises have our best wishes for their success.

—Admiral Pierce Crosby, U. S. N., arrived at this port on the 8th inst. on the Pacific Mail steamer *Arctonau*, and took formal command of the American South Atlantic squadron on the following day. Admiral Crosby has taken up quarters on board the *Brooklyn*, now in port, which is the flagship of the squadron.

—A letter from London to the *Jornal do Commercio* says that the first torpedo launch constructed there for the Brazilian government has developed a speed of 19 knots an hour. The speed specified in the contract is 18 knots. The other three were soon to be tried, after which they will be sent to Brazil. With four such vessels in port, it is highly probable that there will be a rapid rise in insurance rates.

—The 17th anniversary of the river engagement of Riachuelo, in the Paraguayan war, was celebrated on the 11th inst. by a brilliant ball at the Cassino, at which the Brazilian commander, the Barão do Amazonas, was present. The assembly rooms of the Cassino were full to overflowing with the best society of the city. The officers of the American flagship *Brooklyn* were among the guests of the evening.

—Notwithstanding the denials of the *Jornal* as to the existence of a little feeling at the River Plate over the Missions boundary question, it is evident that such a feeling does exist and that the Argentines are disposed to claim all they can and hold all they claim. There is little probability of any serious trouble over the matter at the end, but in the meantime it is idle to disguise the fact that a great deal of irritation has been exhibited at the Argentine capital.

—A telegram from Fortaleza, Ceará, on the 9th inst., states that all the abolitionist printers in the offices of the *Correio* have been expelled. Another telegram from the same place says that the general government has ordered the president of the province to suppress the abolition society there, the "Associação Libertadora," because of its active efforts in behalf of slave emancipation. It is stated that various public employees have been dismissed because they were members of this association.

—According to the *Relatório* of the minister of agriculture the Bahia agricultural school has 20 pupils in its regular courses, and 13 in its primary courses. The school has a building with accommodations for 100 pupils which cost 315,060\$231. The school was founded by an imperial decree of 1859, but was not opened until 1876. The first class was graduated January 23, 1881, ten students receiving the degree of agricultural engineer. The government asks for the continuation of a subvention to this school.

—With reference to the sugar cane disease existing in various parts of the empire, the minister of agriculture reports that not enough data have yet been received to warrant a conclusion as to its cause and remedy. From the examinations and analyses of Mr. Daniel Henninger it is known that the diseased canes contain a very small quantity of potassic salts, especially phosphates, with relation to other salts, while in the healthy canes this proportion of potassic salts is very large, especially in phosphates. Mr. Henninger recommends deep cultivation and the use of potassic salts as fertilizer.

—Various experiments have lately been made in this city to show the comparative explosive powers of dynamite and the new compound known as "fulminating gelatine," manufactured by the Nobel's Explosives Co. of Glasgow. In the two experiments made the results have been highly satisfactory, especially with reference to the use of "gelatine" in heavy blasting. In the experiment made at a stone quarry at Botafogo some days since the quantity of rock moved by the use of this explosive was simply marvellous, demonstrating a degree of strength thus far unsurpassed by any compound known.

—The new chief of police has dismissed several policemen for the good of the service. As this is a regular thing with all newly appointed chiefs, it may be considered as no indication of what kind of administration is to follow. That there is great need of radical reforms, everyone well knows; but that such reform will be accomplished is one of the few possibilities which generally go unfulfilled. From the startling number of robberies and burglaries now occurring, one would naturally think that the whole police force might easily be dismissed, without any loss of security either to life or property. It matters continue as they now are, the only eventual remedy will be to shoot the burglar on sight, and then to have the policeman of that neighborhood hung. When it is possible to carry on house-breaking in daylight and under the very eyes of policemen, there are good reasons to believe that these gentry are not wholly innocent of complicity in the crimes.

—The American steamer *Pouca* arrived on the 14th inst.

—We are informed that the steamer *Mougebar* left New York for Brazil on the 10th inst.

—For the coming year the minister of agriculture requires the sum of 1,324,483\$470 to complete the work of emancipating the state colonies.

—Dr. Henrique Francisco de Avila, the recently-chosen senator from Rio Grande do Sul, was sworn in and took his seat in the Senate on the 5th inst.

—A break in the Western and Brazilian cable between Rio Grande and Montevideo occurred about the 8th inst. The repair of the line will be made with all dispatch.

—The religious ceremonies of Corpus Christi were celebrated on the 8th inst. as usual, the Emperor and his cabinet walking in procession and carrying a canopy over the bishop and the host.

—A newspaper was brought to grief on the 7th inst. by the chief of police because it bore no printing office imprint. The copies for sale were seized and destroyed by the police. This was *Correio Junior* strangled at the opening of a presumably brilliant career.

—A highly successful exhibition of the Edison electric light was held at the Dom Pedro II railway station on the evening of the 8th inst. In view of the fact that this exhibit was made with the dynamo which was maliciously injured during the industrial exposition here, this result is exceptionally gratifying.

—The number of deaths in this city during the last half of May was 427, or an average of 26.7 a day. This is equivalent to about an annual average of 10 per thousand. Among the deaths for the period named were 2 from yellow fever, 30 from remittent and intermittent fevers, 8 from small pox and 179 from pulmonary consumption. There were 4 violent deaths, and 18 still births.

—Dr. J. Barbosa Rodrigues, the Brazilian botanist, announces the discovery of a new species of orchid belonging to the new genus before discovered and described by him under the name of *Capanea*. The new species was discovered by him in the palace grounds at Petropolis, from which incident it was named after the Empress, and will be known as *Capanea Thea*.

—A telegram from Rio Grande on the 10th inst. states that the *Culderon* arrived off the bar there on the 8th, but had not been able to enter. Inside the bar, the *Corvetas* had been waiting since the 4th, and the *Comore* since the 6th, for an opportunity to cross. In view of these delays and serious losses to commerce, it would seem to be full time for making an effort to improve the bar.

—We have received a small volume of poems from the pen of the well-known writer Nacio Teixeira, entitled *Priamus e Ulysses*, which is issued as a special edition, containing a photograph of the author on the title page. Without entering into a detailed criticism of the work, which would be a very difficult task for one not thoroughly familiar with the language, it is sufficient to say that the author has already won a high place among Brazilian poetical writers of the day, and that his poems are widely appreciated throughout Brazil. The little volume before us contains some of his choicest productions, and should have a place in every collection of works in Brazilian literature. Our thanks are due to the author for the handsomely printed volume which has been laid upon our table.

—An extraordinary meeting of shareholders of the Companhia Nacional de Navegação a Vapor was held on the 7th inst. in this city. Forty shareholders, representing 7,724 shares, were present. A proposal of the directors was adopted to the following effect: That for the increase of the authorized capital of the company by 1,200,000 there shall be issued 6,000 shares at par to be distributed among shareholders according to the stock now held, and that the payments be made by installments, the first of 25 per cent. at the time of subscription, and the others according to the needs of the company, thirty days notice to be given. The shareholders were invited to take the new emission into consideration at once, the time for closing the subscription being fixed for the 22nd inst.

—The new weighing regulations at the municipal slaughter house at Santa Cruz, which have been in force since the 1st ult., provide that all cattle shall be weighed and marked on arrival, for which service the cattle dealers shall pay to the weighers two reis a kilogram, one third of which will go to the municipal treasury. When animals are killed on private account, the parties may dispense with the weighing but must have the animals branded, for which they shall pay 300 reis per head for cattle and 200 reis per head for sheep and hogs, one-half of which will go to the city. To enforce this regulation the municipal council forbids the slaughter house authorities to receive any animal which does not bear the weigher's mark. The weighing is done by a private firm under special contract and separately from the slaughter house.

—The annual naval supply bill was approved by in perial decree on the 10 inst.

—A commission of the Chamber of Deputies visited the Santa Cruz slaughter house on the 11th inst.

—As soon as the postoffice employees have supplied themselves and all their friends with the new American five cent (Garfield) postage stamps, we trust they will permit one or two to pass through for inspection.

—We are glad to record that the Senate has finally passed the bill for paying the back subsidy due the American line, and that the accounts have gone to the treasury for payment. The money was honestly earned by the line, and should have been paid a long time since.

—Under the title of *José de Alencar: Perfil Literário*, Sr. T. A. Araripe Junior has published a highly interesting sketch of Brazil's most famous writer. The work will have special value for all who wish to know more of the work and life of Alencar, the more so as it is written with a judicious appreciation of the subject and with an honest intention to place the eminent author before the world just as he was. Our thanks are due to the author for the volume placed upon our table.

—O *Tentado Curmesim* is the title of an original romance which with a translation of Dumas' *Pierre le Cruel*, has just been issued from the press of the Typographia Central by Sr. Manoel Ferreira. The field of romance is so large and contains so many eminent writers that a comparison would undoubtedly do injustice to the author of this book, but as the scene is laid in this city and vicinity, and the tale is told with vivacity, the book is sure to meet with a large circle of appreciative readers.

—The number of immigrants arriving at this port during the last half of 1881 was 11,054, in which all foreign third-class passengers are included. Of these 866 were introduced by immigration enterprises with state subsidies. Of this total 3,758 were Portuguese. The minister of agriculture thinks that to increase the number of arrivals the government should build a new edifice for their reception with information offices, etc., should give them free quarters for eight days, free transportation to the localities where they may wish to settle, and then sell them lands along ways of communication under state supervision for a brief period.

—We have received an interesting work on the financial question, entitled *Projeto de Empréstimo Externo e Reorganização do Crédito Geral*, from the pen of a well-known writer on economic subjects, Sr. Miguel de Pino. The subject is one of such imminent importance that every discussion of this character must necessarily find a large and appreciative audience. However ably the author may have discussed his views on the best means of raising a foreign loan, we are inclined to think that there are some antecedent questions which demand priority—those of increasing the effectiveness and value of labor in production. With a better state of industry and production, we are inclined to think that the question of credit may be left to itself.

#### NEW YORK COFFEE COMMISSIONS.

At a general meeting of the members of the New York Coffee Exchange April 13th, the following resolution was passed without opposition:

Resolved, That the second and third paragraphs of Section 122, of the By-Laws, be changed to read as follows:

"The minimum rates of commission shall be four cents per package when the transaction is made for any party not a member of the Exchange. The minimum rates to members of the Exchange shall be two cents per package, except when one member merely buys or sells for another, giving up his principal on the day of the transaction, and not accepting or carrying the contract, in which case the rate shall not be less than one-half of one cent per package."

—The gross earnings of the Buenos Aires Tramways Co. during the year 1881 amounted to £124,242, against £108,625 in 1880. The expenditures were £70,831 in 1881 and £62,331 in 1880. The net profits of the past year were £43,247, after paying debenture interest and losses on exchange. The dividends declared amount to 9½ per cent. on the capital stock of £350,000. The capital of the company is soon to be raised to £400,000, the additional £50,000 being issued to the shareholders for £10,000 in cash, the remaining £40,000 being provided for by a transfer of that sum from the contingent fund to the capital account.

time no satisfactory progress has been made with England. A treaty with Belgium was concluded on the last day of October. With regard to the textile industry the schedules are very complicated, and some nice calculations will be requisite before a shipper can tell the duty that cotton, woolen and silk goods, for example, will have to pay. France is a large market, and has been highly successful in Germany.

Economic questions, it is worthy of note are just now exciting quite as much discussion in Europe as in America. Tariffs, revisions of tariffs and commercial treaties are everywhere subjects of earnest discussion. Almost every country on the Continent has been either revising its tariff, or has been affected by revision on the part of its neighbors. Catalonia, the great manufacturing district of Spain, as we have lately seen, has almost driven into open rebellion by what the artisans and manufacturers regarded as "unlame concession" to France. Austria has recently imposed almost prohibitory duties on several articles—petroleum among the number, which is taxed over 100 per cent *ad valorem*. Russia has drawn such an iron screen around her that even protectionist Germany is deeply offended and has deemed it a duty to offer remonstrances. Bismarck, on the other hand, is about to devise new duties; and as there is a little probability of his carrying his tobacco scheme, and as the Eastern frontier must be fortified, there is every prospect of higher taxes all around. France, meanwhile, is in negotiation with several of her neighbors for a renewal of the commercial treaties; but up to this

M.I.C.E., F.R.G.S. & F.M.S.  
Engineer in chief.

## EXCHANGE

June 9.—The firmness in the market continued to-day, but the business done was limited in both bank and private paper. The former at 21¼ and the latter at 21⅝—21⅞. Sovereigns sold at 118 100 cash.

E. & O. F.  
Bank of Brazil, June 2nd, 1882.  
*José Machado Coelho de Castro*, President  
*Eduardo Braga*, Chief Accountant.

Stock is estimated to-day at 137,000 bags, not very well assorted.

---

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15-24.

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Date	Steamer	Destination
Jun. 15	Mondego.	Bahia, Macaé, Pernambuco, Lisbon, South- ampton, Havre, Antwerp and London.
" 17	Neva.	Montevideo and Buenos Ayres.
" 24	Elbe.	Bahia, Macaé, Pernambuco, Lisbon and Havre.

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of each month; the former proceeding to Santos, the two  
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Cepheria.....	" 10th
Moscon.....	" 15th
Holly.....	" 20th
Sirius.....	" 25th
Herschel.....	" 30th

### To Europe

Callio.....	June 8th
Markby.....	" 18th
Hamlet.....	" 20th
Dalton.....	" 28th

### To the Southern Ports

Cadron.....	June 3rd
Cutwar.....	" 10th
Cervantes.....	" 17th
Cunera.....	" 25th

### To the River Plate:

Horrax.....	June 14th
Pascal.....	" 24th

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frequency of issue were changed at the time of trans-  
fer, the designation of number and volume were continued  
unbroken. At the beginning of 1881 the style of the  
publication was still further changed by an increase from  
four to eight pages, and a diminution in the size of the  
pages. This change was only largely increased the size of  
the publication, but it added greatly to its convenience for  
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